

II. Recommendations

This chapter contains recommendations that are based on the ability of the area's roadway system to serve existing and anticipated travel demands. The objective is to reduce congestion and improve safety by eliminating both existing and projected deficiencies in the transportation system. The adopted plan represents a transportation system that will address anticipated traffic and land development needs.

HIGHWAY MAP

The highway element of the Swansboro Comprehensive Transportation Plan (CTP) is presented in Figure 1 (Sheet 2). This plan includes roadways within the Town that fall into five general categories: freeways, expressways, boulevards, other major thoroughfares, and minor thoroughfares. Refer to Appendix C for an inventory of the existing and recommended highway attributes and Appendix D for a listing of typical cross-sections used by NCDOT.

The process of formulating and evaluating recommendations for the facilities in the CTP involves many factors including the goals and objectives of the area, existing roadway conditions, identified roadway deficiencies, environmental impacts, and existing and anticipated land development. Consideration of these factors led to the development of the recommended improvements. A detailed description for each is given below.

Major Thoroughfare Improvements

NC 24 (Freedom Way / Corbett Avenue)

- **Project Recommendation:** In accordance with the NCDOT Strategic Highway Corridor (SHC) Report, it is recommended that NC 24 be improved to expressway standards. Recommendations would include converting the five-lane facility into a four-lane divided facility, and implementing access management strategies, i.e., reduction and/or timing of traffic signals, shared driveways, access roads, etc. The proposed project is 4.5 miles in length.
- **Transportation Demand:** NC 24 is functionally classified as a principal arterial and primarily serves intra-state travel. It is an essential east-west route that accommodates travel between Charlotte, Fayetteville, Jacksonville and Morehead City. The corridor is also a primary route for military traffic between Fort Bragg, Camp Lejeune, and the State Port at Morehead City.
- **Roadway Capacity and Deficiencies:** The current annual average daily traffic (AADT) on NC 24, within the planning area, ranges from 17,800 to 24,700 vehicles per day (vpd). The capacity of the roadway ranges from 37,800 to 44,000 vpd. The projected 2035 AADT of 30,400 to 38,600 vpd will result in sections of NC 24 being near capacity. Eight to ten percent of the route's traffic is due to truck traffic.